

IN THE CLAIMS:

Please amend the claims as follows:

1. **(Currently Amended)** A hybrid vehicle comprising:

an engine for driving main driving wheels; and

a plurality of motors for driving sub driving wheels; ~~[[,]]~~

wherein a first speed reduction member ~~[[is]]~~ disposed between a sub motor and
a main motor; ~~and~~

a second speed reduction member disposed between the main motor and the
sub driving wheels;

a first clutch connecting the sub motor and the main motor, the first clutch
including the first speed reduction member; and

a second clutch connecting the main motor and the sub driving wheels, the
second clutch including the second speed reduction member,

wherein only the second clutch is connecting the main motor and the sub driving
wheels or the first clutch is connecting the sub motor and the main motor and the
second clutch is connecting the main motor and the sub driving wheels ~~at least one~~
~~motor is selected from the plurality of motors to drive the sub driving wheels according~~
~~to a driving force required by the vehicle.~~
2. **(Original)** A hybrid vehicle as set forth in Claim 1, wherein the sub
driving wheels are driven by all the motors at low vehicle speed where the driving force
required by the vehicle is large.
3. **(Previously Presented)** A hybrid vehicle as set forth in Claim 1,
wherein the plurality of motors comprises the main motor having a large output and the

sub motor having a small output, the sub motor being disposed on an upstream side of the main motor relative to a direction in which the driving force is transmitted to the sub driving wheels.

4. **(Original)** A hybrid vehicle as set forth in Claim 3, wherein a clutch for interrupting the transmission of driving force is disposed between the sub motor and the main motor.

5. **(Previously Presented)** A hybrid vehicle as set forth in Claim 1, wherein the plurality of motors comprises the main motor having a large output and the sub motor having a small output, and wherein a high-voltage battery for driving the main motor is charged with regenerative power of the main motor, whereas a low-voltage battery for driving the sub motor is charged by a generator driven by the engine.

6. **(Previously Presented)** A hybrid vehicle as set forth in Claim 1, wherein the plurality of motors comprises the main motor having a large output and the sub motor having a small output, and wherein a battery for driving the main motor is charged with regenerative power of the main motor, and the sub motor is driven by generated output of a generator driven by the engine.

7. **(Withdrawn)** A hybrid vehicle as set forth in Claim 1, wherein the plurality of motors comprises the main motor having a large output and the sub motor having a small output, and wherein a battery for driving the main motor is charged with regenerative power of the main motor, and the sub motor is driven by lowering the voltage of the battery by a downverter.

8. **(Currently Amended)** A hybrid vehicle as set forth in Claim 1, wherein the first speed reduction member is disposed directly between the sub motor and the main motor.

9. **(Withdrawn)** A hybrid vehicle as set forth in Claim 1, further comprising a motor/generator which functions both as a motor to assist the engine for driving the main driving wheels in providing driving force and as a generator to generate power by being driven by driving force of the engine or driving force which is reversely transmitted from the main driving wheels.

Claim 10. **(Cancelled)**

11. **(Currently Amended)** A hybrid vehicle as set forth in Claim 1 **[[10]]**, wherein the first speed reduction member comprises a first gear operationally connected to the sub motor and the second speed reduction member comprises a second gear operationally connected to the main motor.

12. **(Previously Presented)** A hybrid vehicle as set forth in Claim 11, wherein the first gear is operationally connected to the sub motor via an electromagnetic clutch.

13. **(Previously Presented)** A hybrid vehicle as set forth in Claim 11, wherein the second gear is operationally connected to a differential via a synchromesh clutch.